WHAT IS CLAIMED IS:

1. A steerable axle/suspension system for a vehicle, said system including a pair of transversely-spaced suspension assemblies, each one of said assemblies including a longitudinally extending elongated beam, a first end of said beam being attached to said vehicle frame to enable generally pivotal movement of said beam, an air spring extending between and being attached to a second end of the beam and the frame, an axle of the system including a central tube portion having a pair of ends being captured by and disposed substantially between said beams, and a pair of steering assemblies mounted on said axle tube ends, each one of said steering assemblies extending outboardly from a respective one of the beams, and a pair of axle spindles mounted on the steering assemblies and extending outboardly from said steering assemblies, each one of said steering assemblies being operatively connected to a respective one of a pair of ends of a transversely extending tie rod, wherein the improvement comprises:

a pair of steering dampers, each one of said dampers having an outboard end and an inboard end, wherein an outboard end of each one of the steering dampers is operatively connected to a respective one of said steering assemblies and an inboard end of said damper is mounted on a respective one of a pair of brackets, said brackets each being mounted on said beams.

2. The improved steerable axle/suspension system of Claim 1, in which each one of said suspension assemblies includes a pneumatic lift assembly; in which each one of said steering dampers includes an outboardly-biased coil spring for causing its respective steering assembly to maintain its respective axle spindle substantially in alignment with said central axle tube during over-the-road operation of the vehicle and when said axle/suspension system is in a lifted position; and in which a backup lock assembly is mounted on a selected one of said beam brackets for locking said tie rod in a predetermined transverse position, thereby causing the attached steering assemblies to maintain said axle spindles substantially in alignment with the axle tube when said vehicle is backing up and when said axle/suspension system is in a lifted position.

3. The improved steerable axle/suspension system of Claim 1, in which a spacer is disposed between each one of said beam brackets and said axle tube; in which a pair of U-bolts are disposed about said axle tube, in which each one of said U-bolts is aligned with respective ones of said spacers and said brackets; and in which each one of the U-bolts is fastened to its

respective one of the brackets, whereby said spacer is captured between and abuts said bracket and said axle tube to stabilize the bracket.

4. The improved steerable axle/suspension system of Claim 1, in which each one of said beam first ends is pivotally mounted on a hanger; and in which said hanger is mounted on and depends from said vehicle frame.

5. The improved steerable axle/suspension system of Claim 4, in which a shock absorber extends between and is mounted on each one of said hangers and its respective one of said beams; and in which a brake assembly is mounted on and beneath each one of said steering assemblies.

6. The improved steerable axle/suspension system of Claim 2, in which said backup lock assembly includes a bracket formed with a locking slot mounted on said tie rod; in which a lock is mounted on said selected one of said beam brackets; in which said lock is biased by a coil spring to an unlocked position when an air bag of said assembly is deflated; and in which upon inflation of said air bag with compressed air, said lock overcomes said spring bias and engages said locking slot to cause said steering assemblies to maintain said axle spindles substantially in alignment with said axle tube during said backup operation of the vehicle and when said axle/suspension system is in a lifted position.